



Performance Review Body Monitoring Report

Cyprus - 2020

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TABLE OF CONTENTS

1	OVERVIEW	3
1.1	Contextual information	3
1.2	Traffic (En route traffic zone)	3
1.3	Safety (Main ANSP)	4
1.4	Environment (Member State)	4
1.5	Capacity (Member State)	5
1.6	Cost-efficiency (En route/Terminal charging zone(s))	5
2	SAFETY - CYPRUS	6
2.1	PRB monitoring	6
2.2	Effectiveness of Safety Management (EoSM) (KPI#1)	6
2.3	Safety occurrences	7
2.4	Use of automated safety data recording system (ASDRS) (PI#3)	8
3	ENVIRONMENT - CYPRUS	8
3.1	PRB monitoring	8
3.2	En route performance	8
3.3	Civil-Military dimension	9
4	CAPACITY - CYPRUS	10
4.1	PRB monitoring	10
4.2	En route performance	11
5	COST-EFFICIENCY - CYPRUS	12
5.1	PRB monitoring	12
5.2	En route charging zone	13

1 OVERVIEW

1.1 Contextual information

National performance plan adopted following Commission Decision (EU) 2022/2422 of 5 December 2022

List of ACCs 1
Nicosia ACC

Exchange rate (1 EUR=)
2017: 1 EUR
2020: 1 EUR

Main ANSP
• DCAC Cyprus

No of airports in the scope of the performance plan:

- ≥80'K 0
- <80'K 0

Share of Union-wide:
• traffic (TSUs) 2020 1.6%
• en route costs 2020 0.8%

Other ANSPs
—

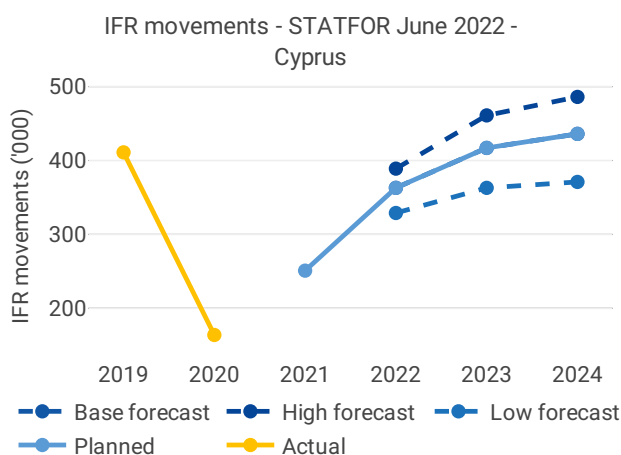
Share en route / terminal costs 2020 100% / 0%

MET Providers
• Department of Meteorology of the Ministry of Agriculture and Natural Resources

En route charging zone(s)
Cyprus

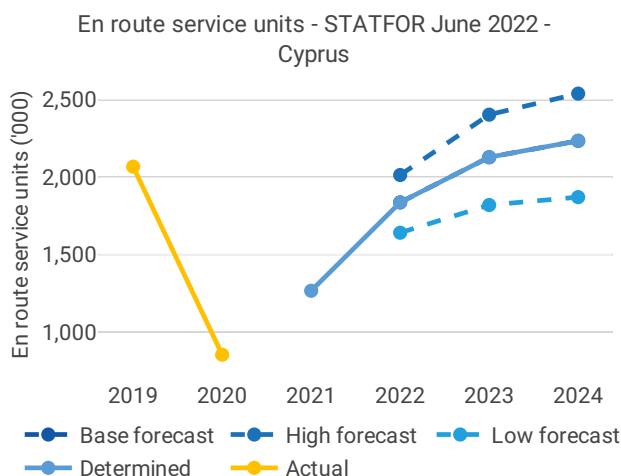
Terminal charging zone(s)
—

1.2 Traffic (En route traffic zone)



- Cyprus recorded 164K actual IFR movements in 2020, -60% compared to 2019 (411K).

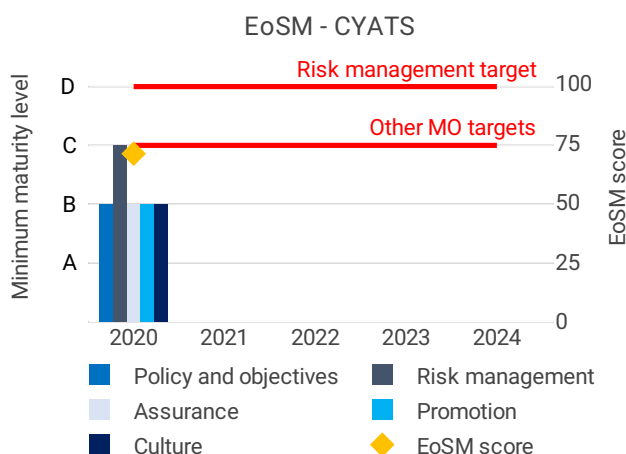
- Cyprus IFR movements reduced more than the average reduction at Union-wide level (-57%).



- Cyprus recorded 853K actual en route service units in 2020, -59% compared to 2019 (2,068K).

- Cyprus service units reduced more than the average reduction at Union-wide level (-57%).

1.3 Safety (Main ANSP)



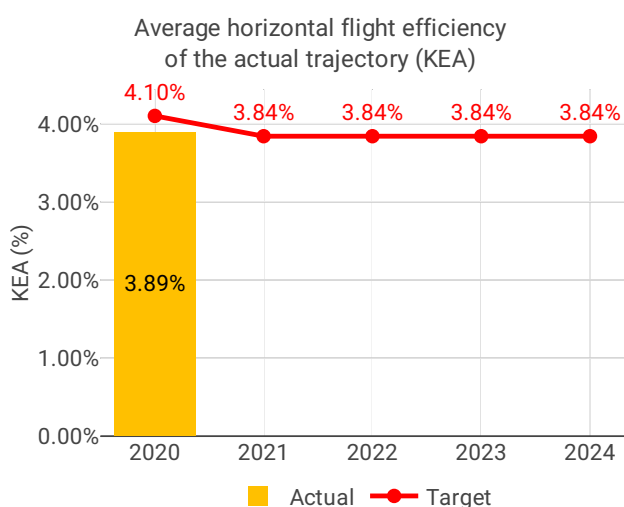
- DCAC Cyprus did not achieve the RP3 targets in any of the safety management objectives. DCAC Cyprus did not achieve the RP2 targets either and were already behind on plans to improve its safety management system (SMS) going into RP3. DCAC Cyprus requires significant improvements in its SMS to achieve the targets for RP3 (maturity must improve by one level in 11 out of 28 EoS questions).

- The NSA adopted a safety program, which included a clear commitment to improve the safety oversight of DCAC Cyprus. Consequently, DCAC Cyprus initiated improvements in its SMS function

– mainly employing additional safety staff – however the actions were halted by the pandemic.

- The PRB believes that achieving the RP3 targets should be feasible, but the NSA must ensure that the established plans are implemented.
- Cyprus recorded lower occurrences of separation minima infringement per flight hour than in 2019 and no occurrences of runway Incursions in 2020.
- DCAC Cyprus should improve its SMS by implementing automated safety data recording systems.

1.4 Environment (Member State)



- Cyprus achieved a KEA performance of 3.89% compared to its reference value of 4.10% and therefore contributed positively towards achieving the Union-wide target.

- Cyprus admitted that the performance improvement was due to the significant fall in traffic and that it does not expect its 2020 performance to continue as traffic grows.

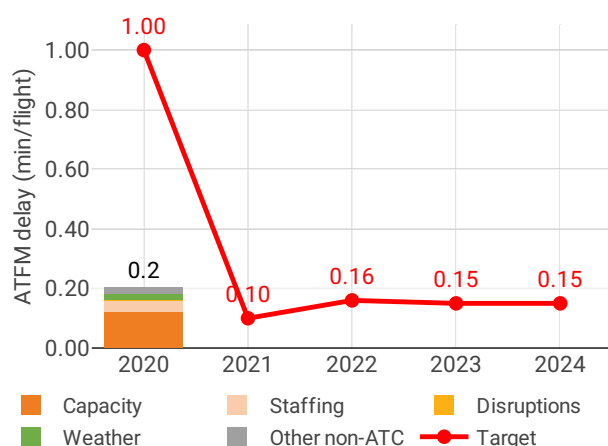
- Improvements already made such as airspace re-design in coordination with Israel and Greece are likely to enable more direct routings, but the impact of this is not yet clear since traffic flows were not as expected in 2020.

- Cyprus has no airports that are regulated under

the RP3 performance and charging scheme.

1.5 Capacity (Member State)

Average en route ATFM delay per flight by delay groups



- CYATS registered 0.2 minutes of average en route ATFM delay per flight during 2020, thus meeting the local breakdown value of 0.36.

- Delays must be considered in the context of the traffic evolution: IFR movements in 2020 were 60% below the 2019 levels in Cyprus.

- When comparing the first two months of 2020, traffic was 16% higher than in 2019 but en route ATFM delays increased significantly (+149%). The main delay causes were ATC capacity and ATC staffing.

- Cyprus reported an increasing ATCO FTEs by over 4% compared to 2019 due to reallocation of tower ATCOs to the ACC. Actual ATCO FTEs are 6% below the planned values for 2020 due to postponed recruiting.

- Based on the analysis of previous capacity profiles, the PRB estimates Cyprus will face a capacity gap once IFR movements rise above 90% of 2019 levels. The PRB recommends that capacity improvement measures are implemented before traffic begins to recover.

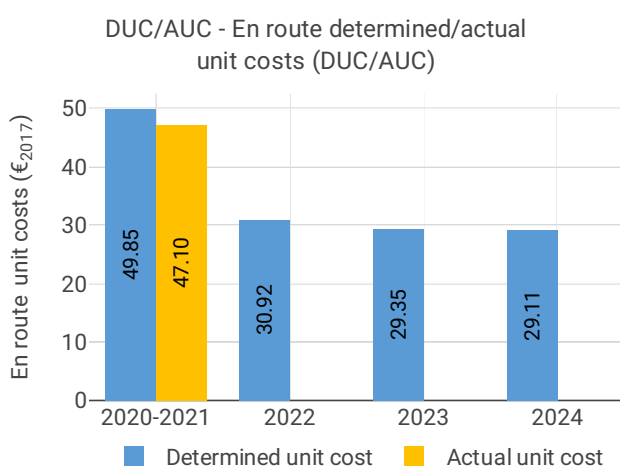
- The share of delayed flights with delays longer than 15 minutes in Cyprus decreased by 13.78 p.p. compared to 2019.

- Delays were mostly driven by ATC capacity and staffing issues.

- The yearly total of sector opening hours in Nicosia ACC was 18,309, showing a 38.1% decrease compared to 2019.

- Nicosia ACC registered 8.96 IFR movements per one sector opening hour in 2020, being 35.6% below 2019 levels.

1.6 Cost-efficiency (En route/Terminal charging zone(s))



- The 2020 actual service units (853K) were 58% lower than the actual service units in 2019 (2,051K).

- Cyprus reduced total costs in 2020 by 4 M€2017 (-7%) compared to 2019 actual costs. The reduction is mainly due to a decrease of 2.2 M€2017 (-10%) in staff costs induced by less overtime, and a lower cost of capital of 2.4 M€2017 (-53%) due to both lower asset base and WACC.

- Other operating costs increased by 1.4 M€2017 (+6%) compared to 2019 actual costs due to a correction of cost allocation methodology as already

included in the 2019 draft performance plan.

- DCAC Cyprus spent 2.6 M€2017 in 2020 related to cost of investments, 4% more than planned in the 2019 draft performance plan (2.5 M€2017).

2 SAFETY - CYPRUS

2.1 PRB monitoring

- DCAC Cyprus did not achieve the RP3 targets in any of the safety management objectives. DCAC Cyprus did not achieve the RP2 targets either and were already behind on plans to improve its safety management system (SMS) going into RP3. DCAC Cyprus requires significant improvements in its SMS to achieve the targets for RP3 (maturity must improve by one level in 11 out of 28 EoSM questions).
- The NSA adopted a safety program, which included a clear commitment to improve the safety oversight of DCAC Cyprus. Consequently, DCAC Cyprus initiated improvements in its SMS function – mainly employing additional safety staff – however the actions were halted by the pandemic.
- The PRB believes that achieving the RP3 targets should be feasible, but the NSA must ensure that the established plans are implemented.
- Cyprus recorded lower occurrences of separation minima infringement per flight hour than in 2019 and no occurrences of runway Incursions in 2020.
- DCAC Cyprus should improve its SMS by implementing automated safety data recording systems.

2.2 Effectiveness of Safety Management (EoSM) (KPI#1)



Focus on EoSM

All EoSM components are below 2024 EoSM target levels. Improvements in safety management are still expected in all components during RP3 to achieve 2024 targets.

Detailed information on Safety performance monitoring for the year 2020 are included in Performance Review Body Monitoring Report 2020, Annex III – Safety report

Focus on separation minima

Detailed information on Safety performance monitoring for the year 2020 are included in Performance Review Body Monitoring Report 2020, Annex III – Safety report

2.3.3 Quality of occurrences reporting

Detailed information on Safety performance monitoring for the year 2020 are included in Performance Review Body Monitoring Report 2020, Annex III – Safety report

2.4 Use of automated safety data recording system (ASDRS) (PI#3)

2020	
For RIs	For SMIs
X	X

Detailed information on Safety performance monitoring for the year 2020 are included in Performance Review Body Monitoring Report 2020, Annex III – Safety report

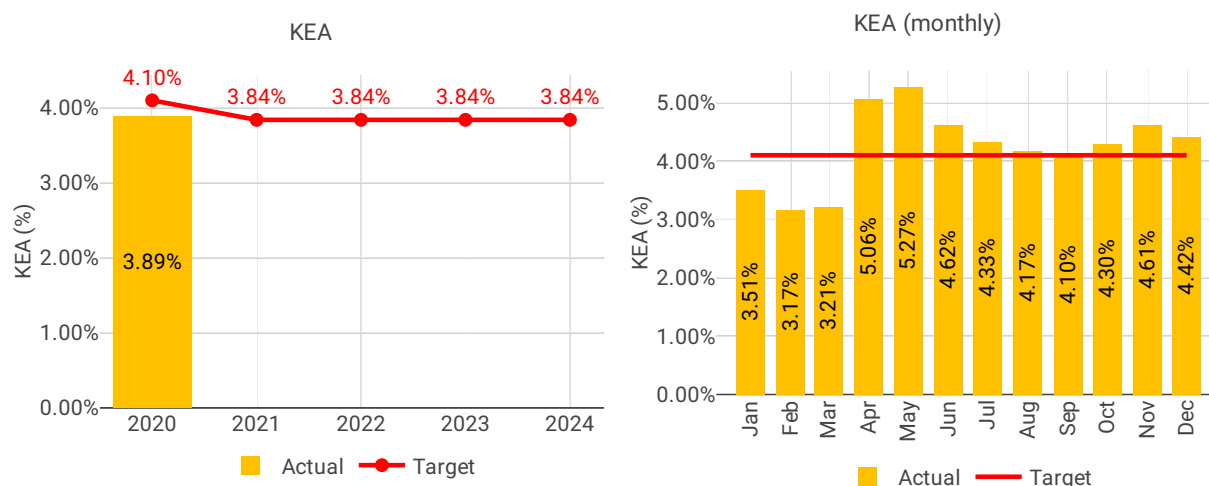
3 ENVIRONMENT - CYPRUS

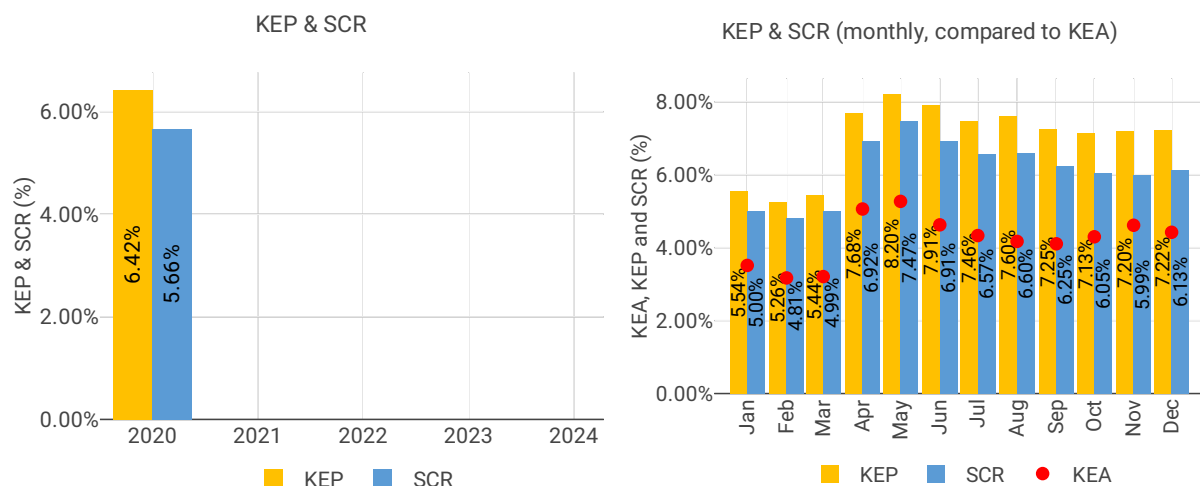
3.1 PRB monitoring

- Cyprus achieved a KEA performance of 3.89% compared to its reference value of 4.10% and therefore contributed positively towards achieving the Union-wide target.
- Cyprus admitted that the performance improvement was due to the significant fall in traffic and that it does not expect its 2020 performance to continue as traffic grows.
- Improvements already made such as airspace redesign in coordination with Israel and Greece are likely to enable more direct routings, but the impact of this is not yet clear since traffic flows were not as expected in 2020.
- Cyprus has no airports that are regulated under the RP3 performance and charging scheme.

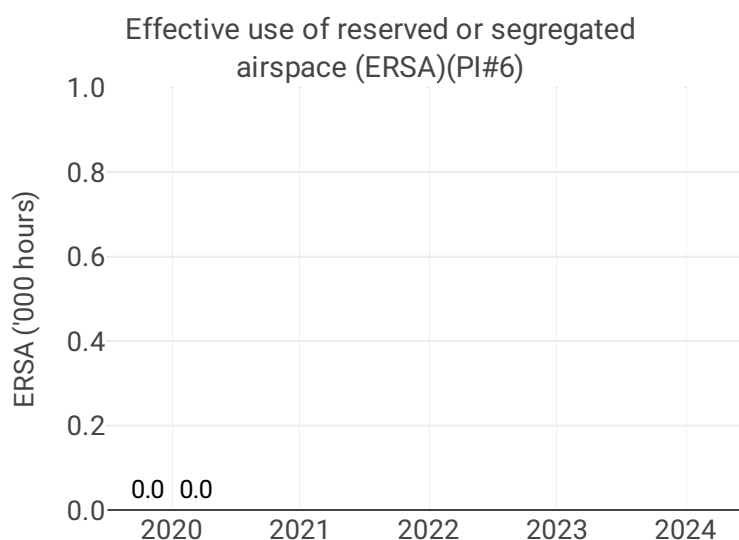
3.2 En route performance

3.2.1 Horizontal flight efficiency of the actual trajectory (KEA) (KPI#1), of the last filed flight plan (KEP) (PI#1) & shortest constrained route (SCR) (PI#2)

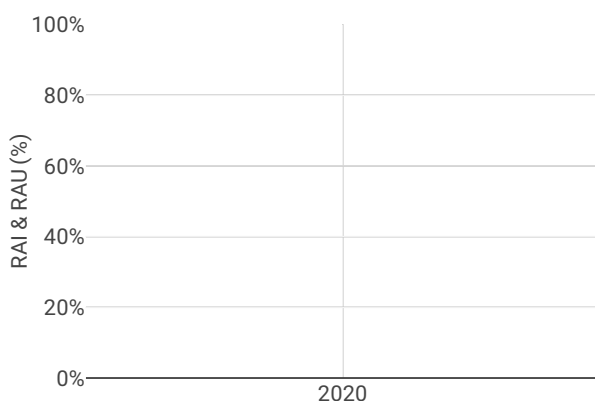




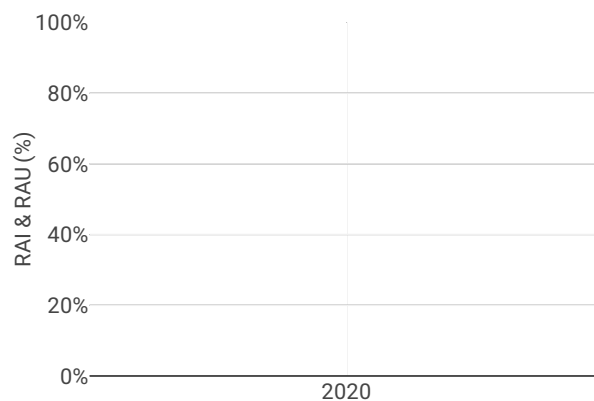
3.3 Civil-Military dimension



RAI & RAU via available conditional routes (PIs#7 & 8)



RAI & RAU via available restricted and segregated airspace (PIs#7 & 8)



Focus on Civil-Military dimension

Update on Military dimension of the plan

The activities of the National Military Authorities are predominately executed over the National airspace. The cooperation between the national Civil and Military Authorities is excellent and the effect on civil aviation is minimal.

Over the high seas however, which constitute the majority of the Nicosia FIR, a number of foreign Military authorities, most commonly the USA Navy, Israeli Air Force, British Air Force and Turkish military forces,

regularly performed operational flights and exercises throughout 2020.

The activities of the British forces were coordinated with the national authorities (AMC) and there was minimal effect on ATS. Likewise, the cooperation with the Israeli authorities is also very good and the impact on ATS is minimised.

By far the biggest problem remains with the Turkish forces which do not cooperate at all with the legal authorities of the State. The Turkish air force carried out exercises and operational flights within Nicosia FIR, at times even penetrating Cyprus National airspace, in violation to ICAO procedures thus increasing the workload on ATC staff and hence having a detrimental effect on airspace capacity.

The political unrest in the South East Mediterranean region gave rise to the number of USA and Russian operational flights (OAT). These flights were rarely coordinated with the ATS authorities thus causing additional workload to ACC staff. Nevertheless, the situation in 2020 was better than previous years, as a consequence of the COVID-19 pandemic, better coordination with British and Israeli military authorities and fewer operations of aircraft carriers south of Cyprus.

Military - related measures implemented or planned to improve environment and capacity

There will be continuous efforts to improve further the coordination with third country military authorities using the Nicosia FIR.

Initiatives implemented or planned to improve PI#6

The NSA regularly emphasises, to the entity responsible for the tactical management of the airspace (AMC), the need to monitor the planned Vs the actual times of airspace reservations so as to promote the most effective use of reserved or segregated airspace. In the context of its oversight inspections it has raised a number of findings in order to drive positive change and to achieve this goal. As a result, improvements have been made. For example, real time activation / de-activation of reserved areas is now implemented through the establishment of real time communications between the ATC Units and Military authorities.

Initiatives implemented or planned to improve PI#7

No data available.

Initiatives implemented or planned to improve PI#8

No data available.

4 CAPACITY - CYPRUS

4.1 PRB monitoring

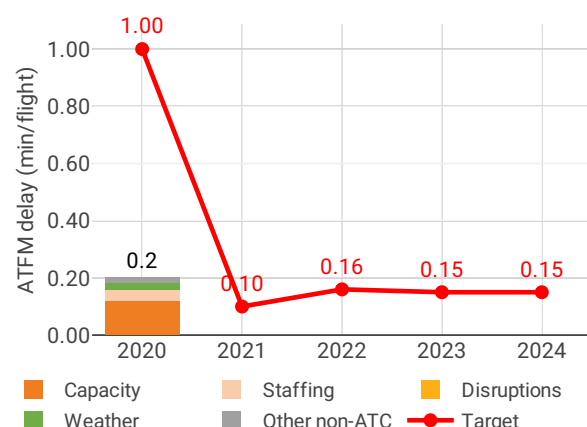
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- When comparing the first two months of 2020, traffic was 16% higher than in 2019 but en route ATFM delays increased significantly (+149%). The main delay causes were ATC capacity and ATC staffing.
- Cyprus reported an increasing ATCO FTEs by over 4% compared to 2019 due to reallocation of tower ATCOs to the ACC. Actual ATCO FTEs are 6% below the planned values for 2020 due to postponed recruiting.
- Based on the analysis of previous capacity profiles, the PRB estimates Cyprus will face a capacity gap once IFR movements rise above 90% of 2019 levels. The PRB recommends that capacity improvement measures are implemented before traffic begins to recover.
- The share of delayed flights with delays longer than 15 minutes in Cyprus decreased by 13.78 p.p. compared to 2019.
- Delays were mostly driven by ATC capacity and staffing issues.

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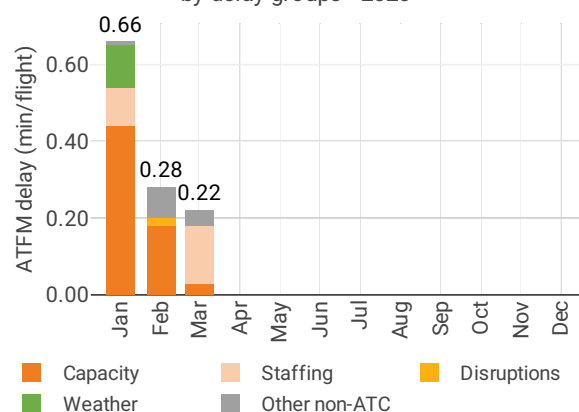
4.2 En route performance

4.2.1 En route ATFM delay (KPI#1)

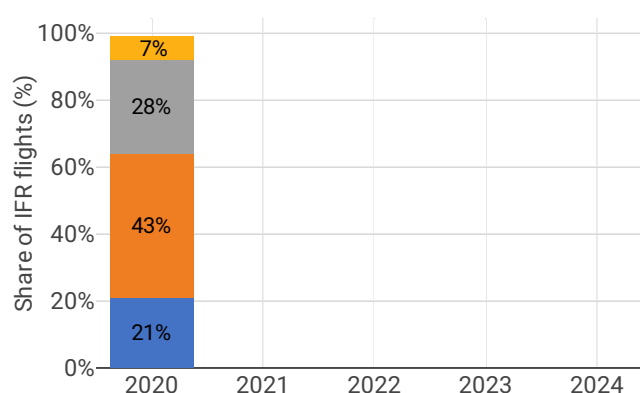
Average en route ATFM delay per flight by delay groups



Monthly distribution of en route ATFM delay by delay groups - 2020



Distribution of IFR flights per the duration of en route ATFM delay



Focus on en route ATFM delay

Summary of capacity performance

The Nicosia FIR experienced a traffic reduction of 60% from 2019 levels, to 164k flights. The traffic level was accommodated with 33k minutes of en route ATFM delays to airspace users, almost 90% of which occurred in January and February when traffic demand was actually higher than the previous year.

NSA's assessment of capacity performance

A historical drop of air traffic demand has been recorded due to the COVID-19 virus outbreak and the severe air travel restrictions imposed by the State in an effort to contain the pandemic (mid-March 2020). As a result, the average en-route delay per flight for the most part of 2020 was zero (0.0min).

Monitoring process for capacity performance

The NSA has in place the "NSA procedure for the monitoring of ANS Performance". According to this procedure, the NSA monitors at quarterly intervals the average minutes of enroute ATFM (Air Traffic Flow Management) delay per flight. Based on this, the NSA analyses the trends and takes the necessary measures, if needed.

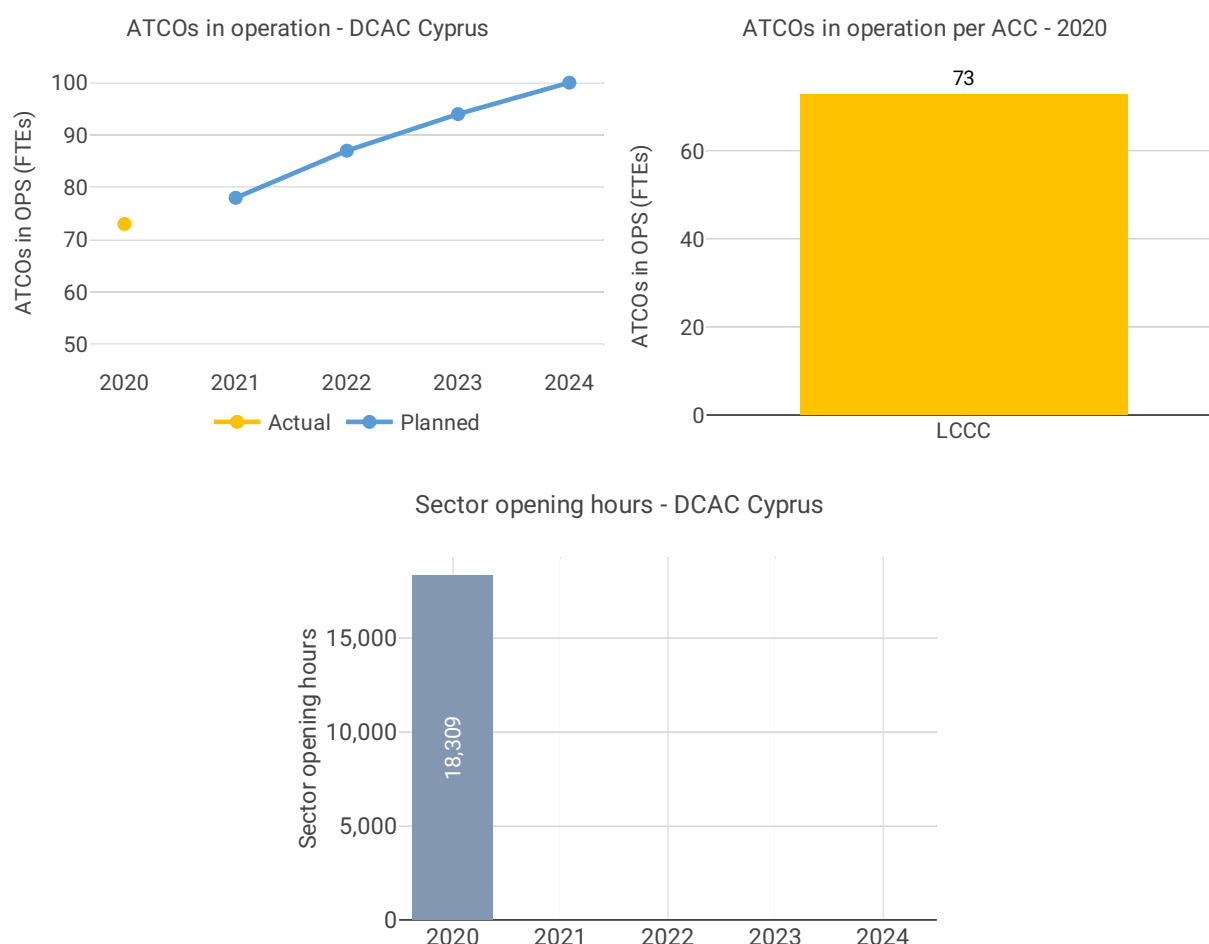
Capacity planning

Capacity planning is consistent with the required performance.

Application of Corrective Measures for Capacity (if applicable)

No data available.

4.2.2 Other indicators



Focus on ATCOs in operations

15 new ATCOs were recruited in 2020. In view of the training cycles and the staff transfer mechanism agreed with the Unions, 5 ATC Tower ATCOs were transferred to the Nicosia ACC in 2020.

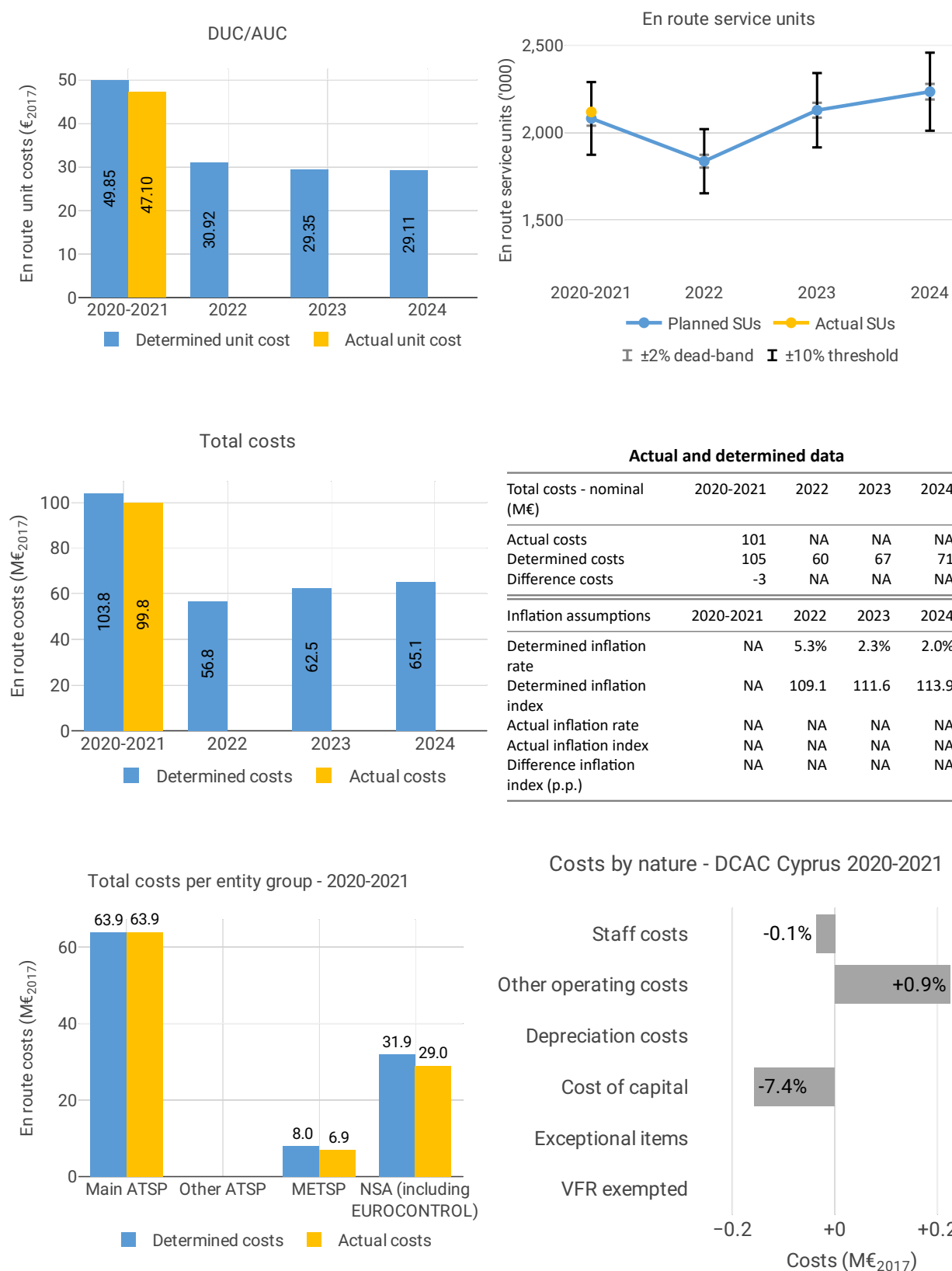
5 COST-EFFICIENCY - CYPRUS

5.1 PRB monitoring

- The 2020 actual service units (853K) were 58% lower than the actual service units in 2019 (2,051K).
- Cyprus reduced total costs in 2020 by 4 M€2017 (-7%) compared to 2019 actual costs. The reduction is mainly due to a decrease of 2.2 M€2017 (-10%) in staff costs induced by less overtime, and a lower cost of capital of 2.4 M€2017 (-53%) due to both lower asset base and WACC.
- Other operating costs increased by 1.4 M€2017 (+6%) compared to 2019 actual costs due to a correction of cost allocation methodology as already included in the 2019 draft performance plan.
- DCAC Cyprus spent 2.6 M€2017 in 2020 related to cost of investments, 4% more than planned in the 2019 draft performance plan (2.5 M€2017).

5.2 En route charging zone

5.2.1 Unit cost (KPI#1)



Focus on unit cost

AUC vs. DUC

In the combined year 2020-2021, the AUC was lower than the planned DUC (-5.5%, or -2.76€2017). This results from the combination of higher than planned TSUs (+1.7%) and lower than planned en route costs in real terms (-3.9%, or -4.0 M€2017).

En route service units

The difference between actual and planned TSUs (+1.7%) falls within of the $\pm 2\%$ dead band. Hence, the resulting gain of 1.1 M€ is entirely retained by the ANSP (see items 10 to 14).

En route costs by entity

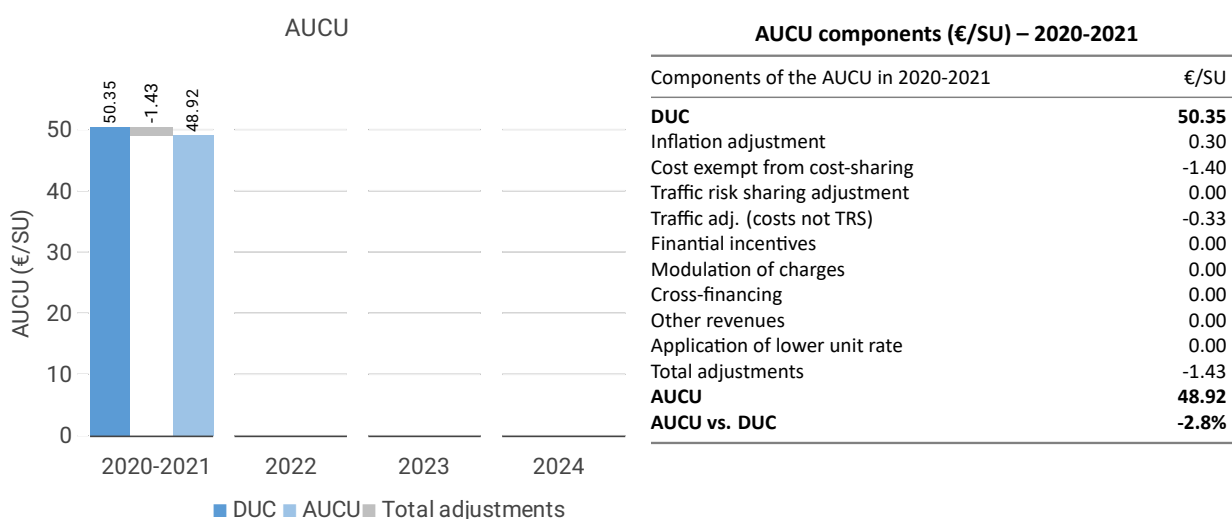
Actual real en route costs for 2020-2021 are -3.9% (-4.0 M€2017) lower than planned. This reflects the fact that while the costs for main ANSP – DCAC Cyprus remained mostly in line with the plan (+0.05%), the costs were much lower than planned for the MET service provider (-13.6%, or -1.1 M€2017) and the NSA/EUROCONTROL (-9.3%, or -3.0 M€2017).

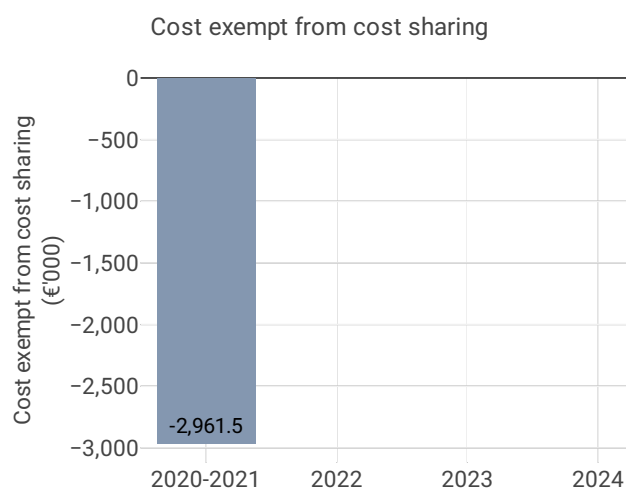
En route costs for the main ANSP at charging zone level

The stable en route costs in real terms for DCAC Cyprus in 2020-2021 reflects a combination of:

- mostly stable staff costs (-0.1%) in real terms, however, it should be noted that staff costs in nominal terms were slightly above the plan (+0.8%) which is explained by higher overtime costs and changes to the ATCO salary scales;
- slightly higher other operating costs (+0.9%), which are understood to reflect higher subcontracted CNS as well as maintenance costs;
- depreciation costs in line with the plan; and,
- lower cost of capital (-7.4%), reflecting lower than planned actual asset base resulting from delays in the investment programme.

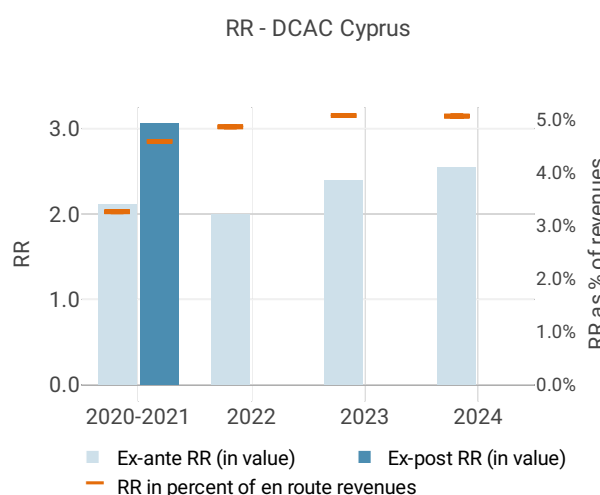
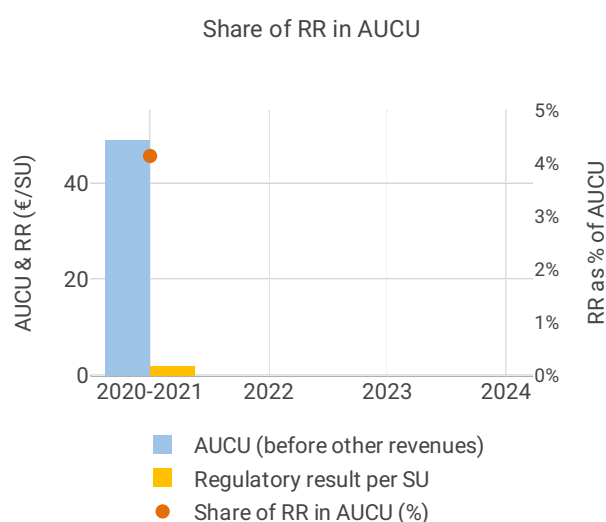
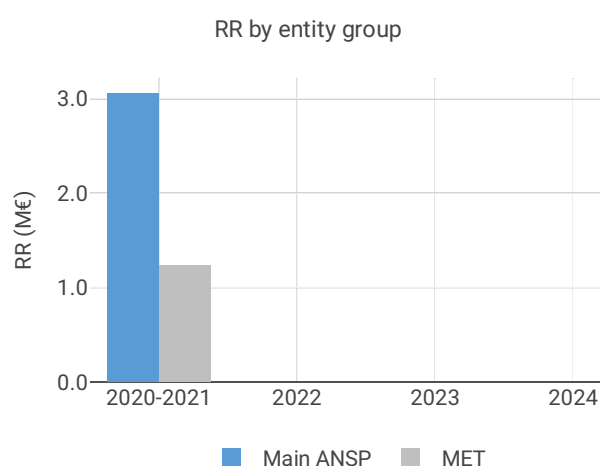
5.2.2 Actual unit cost incurred by the users (AUCU) (PI#1)



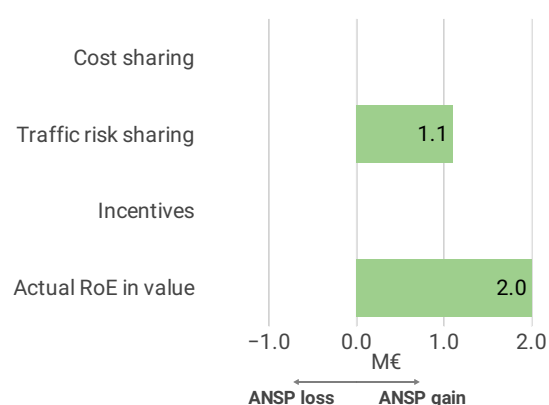


Cost exempt from cost sharing by item - 2020-2021	€'000	€/SU
New and existing investments	0.0	0.00
Competent authorities and qualified entities costs	-2,778.1	-1.31
Eurocontrol costs	-183.4	-0.09
Pension costs	0.0	0.00
Interest on loans	0.0	0.00
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	-2,961.5	-1.40

5.2.3 Regulatory result (RR)



Net result from en route activity - DCAC Cyprus 2020-2021



Focus on regulatory result

DCAC Cyprus net gain on en route activity in the Cypriot charging zone in the combined year 2020-2021
 DCAC Cyprus's net gain amounts to +0.9 M€, as a combination of a loss of -0.2 M€ arising from the cost sharing mechanism and a gain of +1.1 M€ arising from the traffic risk sharing mechanism.

DCAC Cyprus overall regulatory results (RR) for the en route activity

Ex-post, the overall RR taking into account the net gain from the en route activity mentioned above (+0.9

M€) and the actual RoE (+2.0 M€) amounts to +2.9 M€ (4.4% of the en route revenues). The resulting ex-post rate of return on equity is 7.0%, which is higher than the 4.8% planned in the PP.